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2.	also on days with aircraft usually f were recognized veraloft at the same the aircraft were Fore commercial ai aircraft, daily la aircraft.	temperatures of 40 lew so low that the ry well. Up to 8 is time. Employed for observant with two produced at the field.	to 45 centificates below the two-man crew and the Sindividual aircraft were reaction of the area of the iston engines, probably D. Every morning and aftern of Alma Ata (43 12 N/76 5 Karaganda 49 50 N/73 1	zero. The oviet star occasionally e PW camp. ouglas-type oon, one 7 E) and
	While working on t	he railroad line v	west of the field, take-ogine aircraft were defini	ffs and

3. During the spring of 1953, small swept-back jet aircraft which flew at a high speed were observed over Balkhazh. One or two aircraft were usually aloft and occasionally three aircraft. Approximately twice per week, 6 aircraft were simultaneously seen aloft. These aircraft mostly left a vapor trail. They came from the direction of Karaganda, crossed over Balkhazh, banked over Lake Balkhazh and then returned toward Karaganda. No flight night flights were observe. On one night, however, the beams of a searchlight which was presumably located at the airfield, was seen from the camp.

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- 1. Between January 1951 and June 1953, an airfield was observed about 10 km north northeast of Balkhazh (46 49 N/75 OOE), Turkestan ND, at some distance east of the road leading from Balkhazh to the north, and about 1,000 meters east of the railroad line which extends to the mines about 35 km north of Balkhazh. No spur track branched off from this railroad line to the airfield. The road west of the field was in good condition being partially paved and partially asphalted. The airfield and the surroundings were level without any flight obstacles.
- 2. During the period under review, there was continuous air activity by Po-2s, also on days with temperatures of 40 to 45 centigrades below zero. The aircraft usually flew so low that the two-man crew and the Soviet star were recognized very well. Up to 8 individual aircraft were occasionally aloft at the same time.

 the aircraft were employed for observation of the area of the PW camp.

 Four commercial aircraft with two piston engines, probably Douglas-type aircraft, daily landed at the field. Every morning ad afterneon, one aircraft coming from the direction of Alma Ata (43 12 N/76 57 E) and another plane from the direction of Karaganda (49 50 N/73 10 E) arrived.

 Thile working on the railroad line west of the field, take-offs and landings by biplanes and by twin-engine aircraft were definitely observed.
- 3. During the spring of 1953, small swept-back jet aircraft which flew at a high speed were observed over Balkhazh. One or two aircraft were usually aloft and occasionally three aircraft. Approximately twice per week, 6 aircraft were simultaneously seen aloft. These aircraft mostly left a vapor trail. They came from the direction of Karaganda, crossed over Balkhazh, banked over Lake Balkhazh and then returned toward Karaganda. No flight night flights were observe. On one night, however, the beams of a searchlight which was presumably located at the airfield, was seen from the camp.

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